

Librarian

From: MASON Amy
Sent: Monday, 28 December 2020 12:23 PM
To: ShireofNannup; David Taylor
Subject: OPPOSE THE AIRSTRIP/DRIVEWAY

Importance: High

Dear Mr David Taylor and Ms Jane Buckland,

My name is Amy Mason of Lot 14 (21) Rosella Close, Darradup, WA 6275 and I am writing to you in response to the letter dated from 18th December 2020 regarding the '**Development Application -LOT 2 (40) Rivergum Way, Nannup. Proposed Private Airstrip**'. Our property runs directly alongside Lot 2 and we feel this will negatively impact our lives here.

I want to make it clear that my husband Manu Mason and I, are **STRONGLY OPPOSED** to the development of the airstrip and bitumen driveway.

We purchased our property three years ago and have been living here permanently ever since. We specifically selected this rural property as it is peaceful, quiet and showcases some of our finest flora and fauna in the southwest, this is our forever home and we love living in the Shire of Nannup. We want to bring our kids up here. We believe that having the above-proposed development take place, it would reduce our property value and we would potentially have to leave the Shire in search of peace and quiet again - as this is NOT what we wanted to have in our area and our neighbours feel the same way.

We share a fenced area alongside where the proposed airstrip would be built and that treed area there is home to many varieties of animals that have been returning each year with their young to nest in the hollows and roost in the old-growth jarrah and marri trees. The natural habitat that is on our property and runs along the fence line is home to the Red-tailed Black Cockatoos, Baudin's and Carnaby's back cockatoo as well as phascogales which have all been listed as endangered or threatened by the Western Australian Government, DPAW and the International Union of Nature Conservation (IUNC). The airstrip would need to clear more of that bush, which further impacts the habitat destruction and further decreases their population numbers.

In the email between Dieter and David it is stated that there will be "an anticipated movement of 365 times per year" - indicating this could be every day. It is said to be a private airstrip, but his email also indicates that multiple different types of light aircraft will be used. It is also stated that night landing and takeoffs could be required. My concern is that the lighting will penetrate the cleared bush and into our home. It would also be a requirement to install high fencing to provide adequate safety - thus further opposing on our native wildlife and risking the safety of the children. The setback zone on the map indicates a 42m buffer but in another letter to Jane indicates that the strip will be a minimum clearance of 20m. We are worried about the noise, pollution, impact on wildlife, lights, fencing and general traffic that this development will have on our lives. We both work full time, and I am a Primary School teacher - we need restful sleep and tranquillity.

In terms of safety, I do not believe there can be adequate measures taken for reducing run off into our property or into the Blackwood River. Being so close to our boundary line and ending the strip down a steep slope into the Blackwood (past the home) will not prevent this. Dieter says that it "would not be more than ordinary farm equipment", however, the current owners do not use machinery in these

proposed areas and have not cleared the habitat there either. It won't be a firebreak as suggested either as all of our properties are managed accordingly and Lot 2 has cleared paddocks that act as a buffer zone. We are trained volunteer bush firefighters with the Darradup Fire Brigade and we have experienced firefighters in our small community here also. If the prospect owners are using this property as a holiday house, I worry about the fuel that will be stored on a trailer - if they are not here to manage it and then the further implications of this.

What is meant by the term "ancillary use" - it is mentioned twice in the letter to Jane but used in differing contexts. By definition, an ancillary use is a use that is subordinate to the dominant purpose. So which is the dominant purpose here? I feel the time in which the letter was sent to the residents of this area, and the time to respond over the Christmas period and when the Shire offices are open over the holiday period is not sufficient.

I have been in consultation with our neighbours and discussing our rights and options. I want to make this clear again, we are **OPPOSED** to this application and **DO NOT WANT** the bitumen driveway/airstrip to be approved.

Looking forward to hearing from you in a follow up email. Can you please provide me with a receipt from this written email so I know it has been considered.

Regards,

Amy and Manu Mason
Lot 14, Rosella close Darradup

Jane Buckland

From: Alan Boynton
Sent: Wednesday, 30 December 2020 10:21 AM
To: Jane Buckland; david@nannup.wa.net.au
Cc:

Subject: Your Ref A770 - Proposed Air Strip

Jane

Ref your mail A770 regarding 40 Rivergum - Proposed Air strip.

I have reviewed the proposal and conferred with a number of other residents. I am strongly opposed to the proposed air strip. Reasons for opposing this include:

- The proposed limit to the type of aircraft is very broad and would include planes seating approx. 20 people.
- I don't know if it would include jets, the submission is very vague (probably deliberately so).
- The facility would include a very long bituminised runway and lights. We do not want night flights and suspect that once built there is the potential to introduce larger aircraft.
- This appears to be more a business development than a domestic addition. I estimate this would cost more than \$1,000,000 to construct and the use of bitumen seems unnecessary for the proposed use.
- I understand that a family member is in the Red Bull air race team so this could be used as a practice ground, or could be used for joy flights and not just a commuting stop. The proposed reference to "local flying" is vague and could well include both of these activities.
- The flight limit is very high which suggests use could be extensive.
- The timing of this application over the Christmas/new year period with submissions closing on 8th January impacts the ability of people to respond.

I have been told but can't confirm that a similar application was rejected by Margaret River.

In short, the proposal seems to be carefully worded to enable extensive use, which could be expanded once the facility is constructed.

Please acknowledge receipt of this submission.

Rgds Alan

Alan Boynton –Projects Consultant
Delcharm Pty Ltd

Mob: 0409 780 800
Email: alan.boynton@outlook.com

This document and any following pages are confidential and intended solely for the named addressee. The copying or distribution of them, or any information contained herein, by anyone other than the addressee, is prohibited. If I sent the mail to you by mistake my bad but it happens.

Librarian

From: Rick BRUCE
Sent: Monday, 4 January 2021 8:28 PM
To: ShireofNannup
Subject: Development Application -Lot 2[40] Rivergum Way , Nannup Proposed Private Airstrip

Follow Up Flag: Follow up
Flag Status: Completed

To: nannup@nannup.wa.gov.au

Dear David Taylor and Jane Buckland

My wife Sandie and I moved to Nannup in 1975 because of the natural beauty and ecology of the area. The Helyar Farm was sub-divided in aprox. the late 80's and was bought up by people who had similar passions for the natural beauty and quiet lifestyle offered.

Sandie and I live about 500 meters from the western boundary of Lot 2 Rivergum Way and would be affected by aircraft traffic landing or taking off as well as the flight paths involved in this proposal.

The Nannup Shire's local planning strategy LPS3 [3.1] regarding Sustainability aims to provide a sustainable well designed and liveable communities that generally promote the positive enhancement of all these issues such as biodiversity and healthy lifestyles.

And following LPS3 on to 3.2 promotes — Land use management / avoiding land use conflicts with the aim to minimise land use impact and subsequent conflicts ie. generally not support the introduction of land uses that may adversely impact upon the existing land uses.

The development proposal offers scant information on issues such as

- what aircraft and size except to say they will be under 5,700kg [small jets ?]
- what will be the frequency of flights and how this would be monitored ? 365 per year or 20 per weekend?
- the flight paths
- how many people will be carried as a light plane of this size could carry 16 to 20 people

As the applicant pointed out CASA is responsible for aviation law in Australia but this is a complex issue and may involve environmental impact issues and because Busselton has no purported issues meaning , so why should Nannup have any issues?


I think that this development application is totally inappropriate for this area especially for the rate payers living along the eastern boundary and for all people living in the surrounding two to three kilometres . I feel there is great lack of sensitivity and respect to even propose this aviation development !

The local environment is under threat as the mature jarrah and marri woodland at the southern end of the runway would need to be cleared of more than 200 meters of trees . This area is a roosting and nesting area for the Red tail black cockatoos and feeding area for all three species of cockatoo.

An airstrip could seriously damage the on going viability of these three species of cockatoo to survive longterm as they are officially listed as endangered .

The proposed airstrip also presents a fire risk to this sensitive area which has virgin bush to the west across the river as well as the nearby Millyeannup National Park. it is also a serious risk to all living around the vicinity .

I am living here because i saw the beauty and the peace in this wonderful environment and wish to reside here in appreciation of this without conflict of interest.



Yours faithfully

Rick Bruce



4th January 2021

Development Services Officer
Shire Of Nannup
PO Box 11
NANNUP WA 6275

ATTENTION : Jane Buckland

Dear Jane

I write to you with objections to the Development Application – Ref : A770 for a proposed private air strip at Lot 2 (40) Rivergum Way Nannup.

We purchased our property at Lot 17 Rosella Close, which adjoins Lot 2 Rivergum Way, with a view to retire in the Nannup Shire for a peaceful and quiet life.

We don't feel a private air strip running the entire back length of our property is conducive to that proposed lifestyle for us. The proposed air strip is only 42 metres from our back fence with a minimal tree buffer of 20 metres which is included in the 42 metre total. This tree buffer also seems to be home to a population of Red Tailed Black Cockatoos.

As stated in the application the maximum amount of movements would be 365 per year with both day and night flights which seems excessive to us and I would question at what point this becomes a Commercial Operation. Also who would police this?

Could you please advise us when a decision is made as we will be putting our property on the market if this Development Application is successful as this isn't what we want for our future lifestyle.

Thank you for the opportunity to air our views and we look forward to hearing from you.

Regards



Jeromy and Robina Rice

COPY

Jane Buckland
Development Services Officer
Shire of Nannup
Adam St
Nannup WA 6275



5th Jan 2021

DEVELOPMENT APPLICATION – LOT 2 (40) RIVERGUM WAY, NANNUP
PROPOSED PRIVATE AIRSTRIP

As per your recent correspondence regarding the proposed private airstrip at Lot 2 Rivergum Way Nannup, we would like to voice our disapproval of the development. We have been part time residents in the local community of Darradup for the past 12 years, purchasing our property for the peace and tranquillity that is afforded by the small rural residential estate. We have several concerns regarding the proposed development and hope they will be taken into consideration when assessing the proposal.

- The noise pollution of the construction of an airstrip will impact the residents and wildlife of the community for many months. Since moving to this area we have noticed a great increase in the numbers of birdlife around our property, specifically Carnaby Cockatoos and we feel the construction of the airstrip will impact on this.
- The noise pollution from the operation of the aircraft will impact both the residents and wildlife of the community. As noted previously we purchased our property for the tranquil lifestyle that it can afford and to be impacted by the sounds of aircraft on a daily basis will cause conflict to this lifestyle.
- The lights necessary for night landing will impact the serenity of the area and the native animals and birds.
- We are concerned regarding the environmental impact of such a development. A large number of trees will need to be felled to make way for the airstrip, reducing the native habitat for birds and animals alike. The exhaust fumes and gases emitted by the aircraft will have a significant effect on the natural bushland surrounding the property.
- We feel that the safety of the residents and native bushland will be impeded if the airstrip development is approved. Fuel storage will be a necessity for the operation of the airplanes and the storage of large amounts of fuel so close to other properties in this rural setting will be detrimental to the safety of the residents.
- What will happen to the value of our property should this airstrip proposal be granted? Most people moving to the rural areas, do so because of the lifestyle, peace and tranquillity of the area and having an airstrip with the constant coming and going of planes will not be conducive to this lifestyle. We note that the proposed movements of the aircraft would be about 365. This is a great deal of movement for personal holiday use and suggest the airstrip may be used for more than for personal use in the future.

In closing we reiterate that we are against the construction of an airstrip of any kind at Lot 2 Rivergum Way Nannup and hope the council will take this into consideration when assessing the proposal.

Alan & Pam Pryce
39 Wattle Place
Darradup WA 6275

Postal Address
16 Joondanna Dr
Joondanna WA 6060

Librarian

From: Sue Cranstoun
Sent: Wednesday, 6 January 2021 4:16 PM
To: ShireofNannup
Subject: Comments on DA for Lot 2 Rivergum Way Nannup
Attachments: Darradup Airstrip Proposal - Hydrology.pdf

Enquiries: Sue Cranstoun

6 January 2021

Attention: Jane Buckland

**Nannup Shire
Adam Street
Nannup WA 6275**

COPY

Dear Jane

COMMUNITY RESPONSE TO DEVELOPMENT APPLICATION – LOT 2 (40) RIVERGUM WAY, NANNUP PROPOSED PRIVATE AIRSTRIP

Thank you for the opportunity to comment on Whisperwind's proposal for an airstrip as part of a condition on the purchase of property Lot 2 (40) Rivergum Way, Nannup (the Proposal).

Unfortunately due to the timing of the Development Application (DA) and the resultant consultation period provided by the Shire of Nannup to its residents, a number of our community are on holidays, and as such may not have had sufficient time to read and respond to this locally, very significant Proposal. It is requested that the consultation period be extended by an additional fortnight to allow for a holistic response from those that would be affected by the Proposal.

I share considerable concern amongst those community members currently aware of the Proposal, that environmental and heritage matters may not have been assessed, even considered by Whisperwind, prior to the offer to purchase the property and resultant application of this DA. I have therefore provided a brief summary of aspects I see as relevant under our State and Federal Legislation for your consideration.

Aboriginal Heritage

I am seeking confirmation of whether consultation with local Traditional Owners will be undertaken prior to the processing of this DA, to ensure the voices and concerns of our Traditional Owners are also considered given the proximity of the Proposal to the Aboriginal Heritage Site – Blackwood River.

Air Quality and Dust

No information has been provided to myself and the other residents, on the potential reduction in air quality from the proposed daily use of the airstrip. At the nearest point the proposed airstrip is within approximately 50 m of several residential properties. All these residents may be exposed to ongoing, short term reductions in air quality from the associated flight activities. It is requested that prior to further processing of this DA, an Air Quality assessment is undertaken by a suitably qualified consultancy to determine the potential risks that would be imposed on nearby residents.

Black Cockatoo Habitat

The Proposal would result in the removal of Jarrah/Marri Forest that is locally known to contain high quality foraging habitat for Threatened Black Cockatoo Species. The local area has various fresh water sources

and old growth Eucalyptus forest that also make the area a highly suitable breeding habitat for the species, should suitable hollows be present. It is requested that a Targeted Black Cockatoo Habitat Assessment is undertaken by a suitably qualified specialist, to ensure that there will be no significant impacts to Black Cockatoos and their habitat.

Conservation Areas and Reserves

The Proposed disturbance area abuts Department of Biodiversity, Conservation and Attractions (DBCA)' Class A Reserve "Milyeannup State Forest". Activities associated with an airstrip may cause the degradation, contamination or increased risk of fire impacts to this reserve. Consideration of this should be included in an environmental impact assessment and Bushfire Attack Level Assessment prior to further processing of the DA.

Surface Water and associated fauna habitat

The proposed development area is located on a topographic high point within the local landscape (please see attached hydrological map). During average rainfall, sub-surface and surface water flows are locally known to result in the movement of water from this property into the Blackwood River to the north and west, but also the Milyeannup Brook to the east. Residual hydrocarbons on the airstrip, stored fuel/oils and other toxic contaminants would have a direct link to these adjacent waterways, with associated risks of impacting indigenous aquatic fauna. Prior to progressing the DA, a full hydrological assessment should be undertaken with consideration of the proposed airstrip's drainage design and the local hydrology and hydrogeology of the area.

The Blackwood River and Milyeannup Brook are home to a vast array of native fauna species, which also includes critical habitat for two Threatened fish species Western mud minnow (Vulnerable) and Balston's pygmy perch (Vulnerable), and one Priority 3 fish species the Pouched lamprey. Known records of these species are approximately 600 metres to the east of the Proposal's footprint and known by the local community to be hydrologically connected to the higher elevation areas of this small community. Potential contamination of these waterways could have significant impacts on individuals of these Threatened species and even impact the perseverance of the species.

Noise


The consultation package provided to the local community did not contain any information on noise pollution that would result from operation of the airstrip. I request that prior to progressing the DA that the Whisperwind undertake an acoustic assessment by a suitably qualified consultant and that this provided to the community for further consideration. The small community adjacent to the Proposed airstrip is a quiet community that values the peace of this isolated area. The daily use of the airstrip may not only impact daily lives of the residents but also impact on the value of their properties for people seeking to buy into a tranquil lifestyle.

I would like further information that demonstrates Whisperwind's effort to avoid, minimise and mitigate their environmental impacts associated with the proposed use of the property. It is requested that the Shire consider that the Nannup Airport is only 24 km from the property and this would be the most environmentally responsible way for Whisperwind to undertake proposed business on the property.

I am also concerned that the 20 m wide footprint that has been included in the DA proposal does not take into consideration the topography of the area and the drainage requirements to service the airstrip. The sloping nature of the property would presumably need to fill downslope areas to ensure a relatively flat airstrip, meaning that the environmental impacts of the Proposal are even more significant than stipulated, once fully designed.

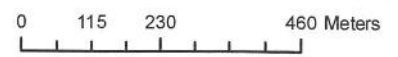
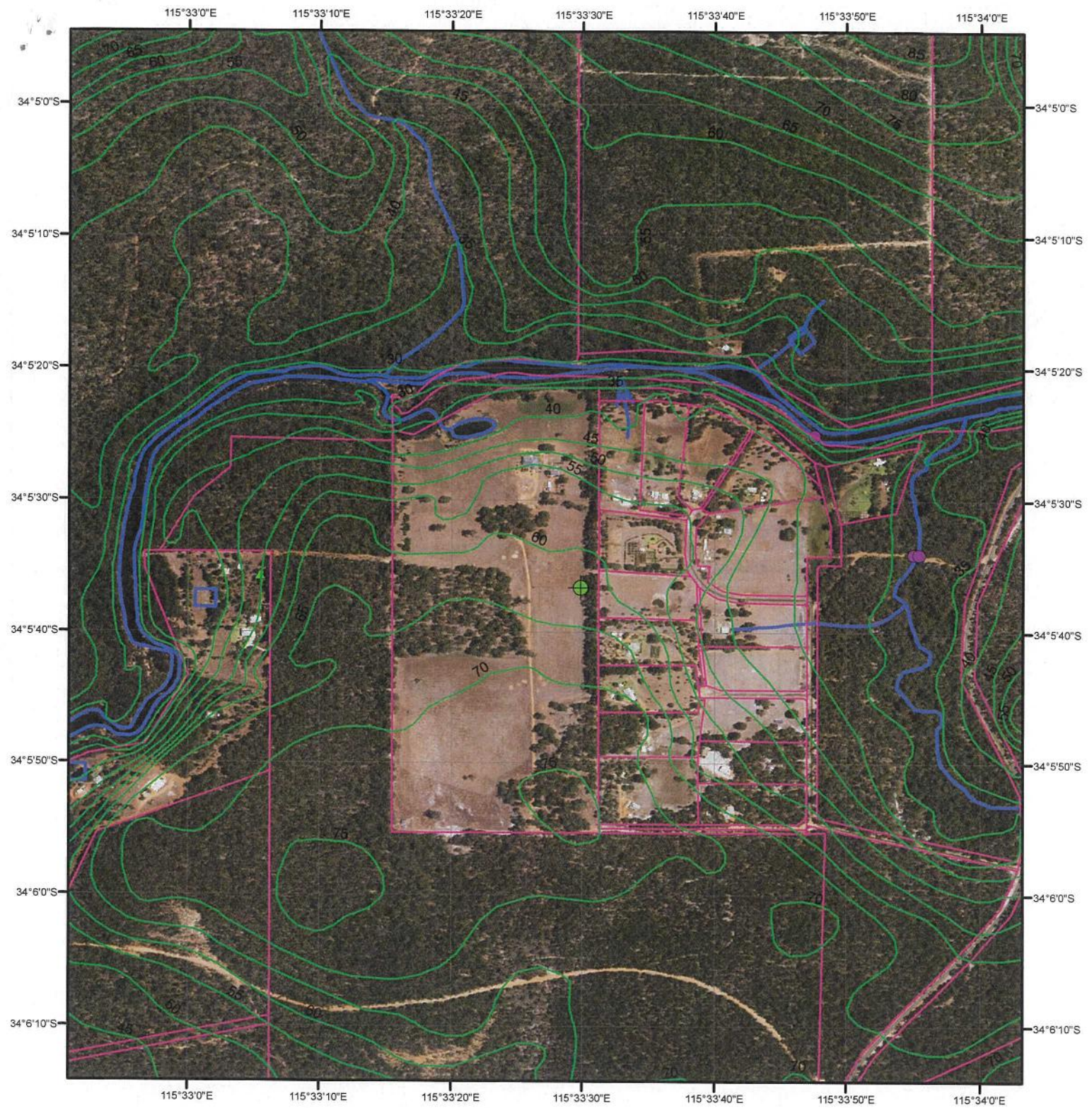
There is an absence of sufficient information provided to myself and the other local residents to make an informed decision on the potential impacts the proposal may have on not only local flora and fauna, water quality, cultural sites of significance but also the social/health impacts of noise and air quality to adjacent residents. I am therefore advising that **taking into consideration the information provided, I strongly, do not support the proposal.**

I respectfully request that Shire of Nannup not expedite the application due to the conditions of property purchase at the expense of the Shire's residents and the locally biodiverse environment.



Yours sincerely

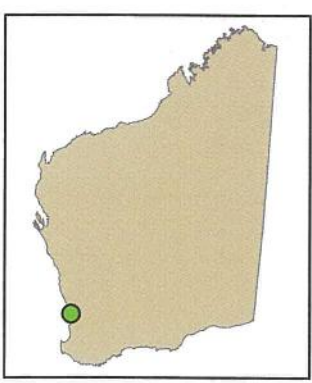
Sue Cranstoun
Resident



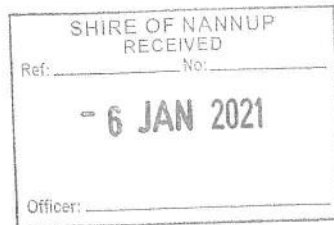
1 cm = 121 meters

Legend

- Cadastre
- Hydrology South
- South West Contours



5 January 2021



Shire Ref: A770

JANE BUCKLAND

DEVELOPMENT SERVICES OFFICER
SHIRE OF NANNUP

COPY

Dear JANE BUCKLAND/DAVID TAYLOR:

Thank you David for making time on Monday, 4th of January, to discuss the Development Application- Lot 2[40] Rivergum Way, Nannup-Proposed Private Air Strip. The discussion has given us a clearer understanding of the proposal to build a Private Air Strip.

Anne and I, while welcoming the proposed development, do have some concerns.

1. Expected hours of operation- aircraft noise between the hours, 7PM until 7 AM we would find intrusive. We would prefer no movement between these hours except in emergency situations.
2. Property values- while this point is outside of the Shire of Nannup's control, an airstrip in close proximity to private residence could have a negative impact on our property value.
3. Construction of runway- the dust and noise created by the earth moving machinery would be an annoyance. We realise that this would be relatively short term, none the less an annoyance all the same.
4. Does the construction of the driveway/airstrip mean increased heavy equipment movement on our public roads in this local area? If so, traffic through the intersection of Helyar Road and Brockman Highway could prove to be hazardous. There is limited vision north and south onto Brockman highway.

Thank you once again for the opportunity to comment.

Yours faithfully

Anne Bennetts

A handwritten signature in blue ink, appearing to read "David Bennetts".

Anne and David Bennetts

22 Rosella Close

Darradup

6275

Librarian

From: Irene Jarzabek
Sent: Wednesday, 6 January 2021 1:00 PM
To: ShireofNannup
Subject: ATTN: Jane Buckland DEVELOPMENT APPLICATION Lot 2 (40) Rivergum Way, Nannup

Importance: High

Dear Jane,

Thanks for the letter REF A770 on proposed Private Air Strip and applicant Whisperwind.

We have read the application and we would like to advise of our objection.

The following reasons are the close proximity to our property and the inevitable noise factor.

We are concerned re the anticipated movements per year which equate to one take off/landing per day.

Thank you for giving us the opportunity to voice our concerns.

John C Goldney and Irene W Jarzabek

Look forward to hearing from you.

Can you please respond that you have received our objection.

Kind Regards


Irene Jarzabek Publicity

Librarian

From: Sandie Bruce
Sent: Thursday, 7 January 2021 4:26 PM
To: ShireofNannup
Subject: Proposal for airstrip on Lot 2 (40) Rivergum Way Nannup

Follow Up Flag: Follow up
Flag Status: Completed

To the Planning Unit, shire of Nannup

It was with dismay that I read the development application for proposed airstrip basically next door, being a joint landowner of Nelson Location 11864, Poison Swamp Rd, Darradup, where i have resided in peace and tranquility since 1975.

There are many inconveniences attached to living in such an isolated area. I have to rely on satellite connection to access NBN and TV and installation of a booster to deliver mobile phone coverage. It is a 200km round trip to access medical, hospital and dental care which are limited in the town of Nannup, not to mention access to a wide range of retail and other service necessities.

I willingly, if not always eagerly, accept these limitations and inconveniences, with the trade off being the peace and tranquillity which this location provides and is so important to my well being.

I am concerned on many other levels as well.

A bitumised runway would indicate more than what a light aircraft would require.

An estimate of 365 plane activities is also very problematic in terms of intrusion and diminution of quality of life.

Rural subdivisions are for the most part, inhabited by people who choose to live in a natural environment, not next to a runway. I want to listen to birds, not aeroplanes.

Just because a landowner has the means to bypass the inconvenience of distance in order to access his or her rural estate, does not mean that it should be automatically taken as a given entitlement, to the detriment of neighbors.

I hope the Shire will take these concerns into consideration when making any decisions on said application.

I thank you for your attention and can only hope for a sympathetic outcome.

Regards, Sandie Bruce.

Sent from my iPad

COPY

Librarian

From: Susan Elton
Sent: Thursday, 7 January 2021 6:11 PM
To: ShireofNannup
Subject: Attn:Jane Buckland

Follow Up Flag: Follow up
Flag Status: Completed

Hi Jane

Thanks you for your letter dated 18 December - your ref A770 regarding the proposed air strip at Lot 2 Rivergum Way.

My feedback is that:

The location of the proposed air strip is too close to my boundary and there is no rationale provided as to why this should be the case given the size of the property;

The location doesn't make sense given that as it approaches the river the land drops away dramatically making the runway at this location impossible

The application says that the runway will also provide access to the house. There is already an access driveway - could this not be used for the runway also - it is further away from my boundary; and

The frequency of use doesn't match the stated intention to use the property for holiday purposes - even if a flight in and out of the property occurred once a week - it would warrant only 104 movements - not 365 as requested.

Whilst the idea of runways on rural properties might be commonplace, it should be remembered that this rural property abuts several rural residential lots, which puts activities on the subject lot in closer proximity to people's houses.

Given the applicants stated objective of being neighbourly and their aviation credentials which they point out - I would have expected a more thoughtful proposal.

Regards

Matt Cuthbert

COPY

David Taylor

From: blackwoodrivercanoeing
Sent: Friday, 8 January 2021 9:02 AM
To: David Taylor
Subject: RE: airstrip development proposal

Hi David

Given I have not had a response to my request for further information or for the submission period to be extended I request that the development application as specified be rejected by the council.

The number of flights is beyond ancillary use and would be a serious intrusion on the peace and quiet of the neighborhood. The provision of lighting and night flights would add insult to injury.

There is no restriction on the size and type of aircraft permitted except that they fall into the category of "light aircraft" which is apparently anything below 5.8 tonnes. This would allow executive jets and twin turboprop passenger aircraft. Will the council specify acceptable decibel levels? Who will police such matters?

The 1 km long bitumen airstrip is far above what is required for the proponent to land aircraft suitable for occasional visits to his holiday house as an ancillary use. Once constructed there is the likelihood of future pressure to make full use of such an expensive investment.

The location adjoining the boundary of many residential properties is completely inappropriate but moving it to the opposite side just transfers the problem to other neighbors.

There is no benefit to the neighborhood. Rescue helicopters have in the past landed at will on most properties, there will never be call for or infrastructure to support water bombing aircraft, and given that currently the proposed site is grazed but will require cattle, kangaroo, emu and pig proof fencing it is likely that any benefit as a firebreak is negated by higher fuel loads on adjacent buffer strips.

If the proponent can be satisfied with permission for an airstrip suitable for single engine rotary piston aircraft that can fulfill the ancillary use of his small rural grazing property/ holiday house and with conditions that ensure his personal use only, and with sufficient community consultation the community may support such an application.

Neville Hamilton
Loc.11864



To Tony Dean; Jane Buckland; and Nannup Shire Council

I write regarding the matter of a proposed development at 40 Rivergum Way, Darradup, WA 6275 (Lot 2 of subdivision) in the Shire of Nannup, WA.

It is with great concern and apprehension that I and other property owners and tenants, regard and oppose this proposal.

It is incredulous that the Shire would consider such a disruptive proposal on many counts, yet specifically given that the area is zoned *RESIDENTIAL*; as per the map provided on the Shire website and pursuant to the subdivision plan

An evaluation by the Environmental Protection Authority (EPA) would likely find that such an infrastructure development in close proximity to residents' and owners' properties would not conform to, nor comply with, previous evaluations within Western Australia. It would, therefore, be prudent for the Shire to formally seek the EPA for an official evaluation of this proposal, without delay, for both the seller, purchaser and namely on behalf of the numerous ratepaying owners of the properties that would be affected by this proposal.

The suggested "buffer zone" noted by this proposal is negligible, particularly given the matter concerns aircraft, rather than land vehicles; whereby the impact is vastly more significant and intrusive upon the ratepayers and residents.

Further, it is noted that several permanent residents on abounding properties have significant and progressive, diagnosed medical conditions which would clearly be adversely impacted by the noise and interferences created by such a proposed development. In addition, many residents are elderly, whereby this development would most negatively impact their quality of life and enjoyment of their properties and homes.

Environmental impacts of the noise and pollutants of a single aircraft engine are immense, (let alone multiple aircraft engines which may potentially occur due to the listed activities of the proponent – see independent advice provided below).

As the Shire is aware, the exhaust fumes and gases emitted by aircraft are identified as being the most intensive greenhouse gas-generating activity.

The vast majority of property owners have purchased their lots for the amenities of quiet, enjoyment of the rural and natural environment of the subdivision endorsed by the EPA in their advice on approval of this subdivision. This proposed development of an airstrip in such an environment clearly negates this and would predominantly have negative effects on both the amenity and future value of the surrounding properties within a wide radius, given the noise and interference would be both ground-based and airborne.

The proponent wishing to purchase the lot and develop an airstrip, is noted to be a listed company, widely associated with many areas of aircraft use, therefore complicating the matter and including the potential for numerous aircraft to be entering and egressing that lot, compounding the aforementioned concerns regarding this matter.

Expert, independent advice has been sought from an Aviation Consultant with regard to the matter of this proposal. The advice is as follows:

- 1. 365 movements annually is excessive for a 'holiday use' facility.*
- 2. Is Mr Ebeling going to be using it to train for his aerobatic competitions? Competition aircraft are very noisy as they generally use a piston engine and a 'fixed pitch propellor'. Working up to competition standard requires daily, and often twice daily, practice.*
- 3. Non-competition aircraft will be only slightly less noisy.*
- 4. Night operations definitely require lighting, which will require power. Solar-rechargeable battery lighting is appropriate, but night operations will require backup power. If the property cannot supply this power then there will be a generator running.*
- 5. While the flightpaths for landing and takeoff are indeed over the forest and undeveloped areas, the noise from applying takeoff power and rolling along the runway will be significant.*

6. *Although it would be a slightly shorter runway, why not place it along the western boundary and not immediately behind people's houses? This will afford reduced noise impact on residents.*
7. *Rain runoff will be an issue to manage. Runways are built with a 'crown'—a high point down the centreline along their length to ensure runoff as 'wet' runways reduce safety margins. Placing the runway along the western boundary will permit rain runoff from the runway to be engineered to carry west and not towards the existing lots.*

Matt Granger

MAvnMgt MAICD FRAeS

Mobile/Cell: +61 (0)418 266 247

ABN: 50 631 125 249

ARN: 1074662

Beyond the human impacts of this matter arising from the development proposal, the negative effects of aircraft on wildlife, including endangered species in this area, such as, but not limited to, the AQUILA AUDAX (Wedge-tailed Eagle); and CALYPTORHYNCHUS (Red Tailed Black Cockatoo), would be devastating and would prospectively shine a negative media light on the Shire and its decision-making and/or lack of foresight.

The reputation of the Shire would certainly be adversely affected by approval of this proposed development. Nannup and its surrounds are widely known and highly regarded for their environmental aspects and amenity and by advancing such a proposal would clearly been seen to be most curious by all and sundry.

Given the obvious current economic climate regarding high demand for properties in regional areas, the prospect of the sale of this Lot (40 Rivergum Way, Darradup, WA 6275) to another purchaser seeking to buy it for its natural amenities and without interfering with or negatively affecting other owners and residents, is most positive and realistic.

Most bounding properties (those that are contactable) and myself have no issue with the sale of the property and, indeed, wish a problem-free sale for the current owner, with whom we have enduring positive friendships and relations with.

However, as a future resident and current Ratepayer, I strongly oppose the proposal for an airstrip for the reasons noted above.

OUTCOMES SOUGHT:

- 1. That the Shire does NOT APPROVE this proposed development;**
- 2. That the Shire formally seeks an OFFICIAL EVALUATION of this matter by the EPA before progressing this matter any further;**
- 3. That a SHIRE MEETING be called with AMPLE NOTICE for all ratepayers and residents to attend; and**
- 4. That the Shire represents ALL ratepayers indiscriminately without prejudice or favour, so that the interests of ALL parties are considered and independently evaluated.**

I look forward to transparency and common-sense prevailing, with the Shire seeking the best outcome for all of its Ratepayers and Residents.

Please do not hesitate to contact me for further comment and/or information.

Yours sincerely,

Peter Schmidt

3/35 Wattle Place
DARRADUP
WA 6275

(residential address is known to Nannup Shire)

Received

13



8th January 2021

David Taylor
 Chief Executive Officer
 Shire of Nannup
 WA 6275

COPY

Kim Koeman, Martin Pollock
 37 (Lot 4) Wattle Place
 Darradup WA 6275
 PO Box 58 Nannup WA 6275

Re: Proposed Development Driveway/Airstrip 40 Rivergum Drive, Darradup, WA.

We write to you in response to the letter dating back to December 18th 2020 regarding the above proposal by Mr Dieter Ebeling.

Thank you for the opportunity to provide feedback on this proposal. We would like to add at this point early on in our response that this was at a most inopportune time, with agencies and other government authorities unavailable that would have made a difference to our reply with further supporting information. It will be at this point that we would ask for your deliberation on this decision be extended immediately.

We have owned this property since 2005 and moved to Darradup to live permanently in 2015. This was due to many reasons.

Our property is fortunately right on the Blackwood River, a prime spot. One we cherish due to the nature of the plants, animals, water and amazing eco system that surrounds us. There has never been a day go by where we have not been thankful for such a blessed place to be.

When we first moved down here, it had been after a series of serious and stressful events my partner Kim had endured through her workplace. An armed hold up, witnessing a woman being killed in an accident outside her shop and being vigorously harassed by a drug affected man and trapped in the same shop to name a few. She was unsupported by her employer and soon after was made redundant. We decided to then come down where there was peace, tranquility and quiet to assist her to deal with the PTSD she was dealing with.

Kim started becoming highly fatigued, phono phobic, developing social anxieties and other undiagnosed health issues. These were soon identified as symptoms of Multiple Sclerosis. It was then we realised that moving here was absolutely the right choice. Now we are fully aware of what is now the issue for Kim, there is no way we could live back in the city surrounded by noise pollution and the like.

With MS, Kim suffers whenever there is sensory overload. Too much speaking at once, repetitive noise, any high-sensitivity over stimulation. The results are debilitating.

Please see below some links that will give you some interesting reading into how noise levels can affect someone with MS.

<https://pubmed.ncbi.nlm.nih.gov/11789437/>
<https://multiplesclerosis.net/living-with-ms/think-normal-sounds-loud-painful-annoying/>
<https://multiple-sclerosis-research.org/2014/07/clinic-speak-ms-related-hyperacusis/>
<https://journals.sagepub.com/doi/pdf/10.1191/1352458502ms814oa>

This can be so bad for her, that she will need to wear noise cancelling ear phones when the neighbour's come down and their grandchildren ride the quad bikes and lawn mower for several hours each day. It is highly distressing for her.

So for the reason of Kim's emotional, and physical wellbeing, we really needed this lifestyle change. As stated earlier in this letter, because of the timing of this proposal, it has been difficult to get professional data and letters as these people are still away. With an extension, we will be most pleased to provide more information on the impact of noise and MS for your consideration.

We have grown to love the Darradup community, how everyone is like minded and here for the same reasons as us.

We planned to have a quiet life, living on the river, growing our food, keeping as healthy as possible, appreciating and nurturing the environment. Simple as that. Not interfering in other people's lives, having minimal impact on the environment or creating issue.

We do have several key issues in regards to this airstrip going through, they are as follows:

- Have you consulted with the Aviation Ombudsman in regards to noise levels and what would be acceptable?
- How would the Shire of Nannup look at allowing an airstrip to be developed along a strip of forest that is known to have the Red Tailed Black Cockatoo (*Calyptorhynchus*)
- There are also rare species of Balstans Pygmy Perch in the Milyannup Brook that run into the Blackwood River just near us, has this been considered? Please view report link https://www.water.wa.gov.au/_data/assets/pdf_file/0017/4508/59913.pdf
- You have not considered any buffering zone between the airstrip and our homes at all. That strip will be less than 200 meters from our homes.
- The fact the airstrip has the capacity to operate 365 days a year is a horrendous thought
- The applicant for this development is known to race in the Red Bull Air Race Championships and would therefore need to practice frequently
- The fact there will be large amounts fuel stored on site. This in itself is a safety issue. We live in a high fire risk area.
- There have been two light aircraft crashes in Perth since Dec 25th and the impact of a similar event over the forest areas surrounding Darradup and Nannup could only be described as catastrophic.
- As Nannup Shire ratepayers, we do not have rubbish collected, we do not have verges trimmed, we do not ask for much and do not receive much in this area to be

honest. However we do ask that a meeting be held with all Darradup residents present to give their voice to the resounding opposition of this proposal.

In summary, we are strongly opposed to this development application and prepared to fight this to the highest court level should the need arise.

Regards,

 Martin Pollock

Jane Buckland

From: Lindesay Blackburne-Kane
Sent: Friday, 8 January 2021 2:51 PM
To: Jane Buckland
Cc: David Taylor
Subject: Airstrip proposal 40 Rivergum way

To Jane Buckland, CC David Taylor

We would like to withdraw our previously given consent (dated 22nd December 2020) to the Airstrip at 40 Rivergum Way Darradup until the existing proposal provides some great amount of detail on the use of the airstrip, **frequency of use** and a **clear definition** of the **types of Aircraft in detail** that would use this airstrip.

Perhaps with suitable permission the Nannup Airstrip could be used as an alternative to developing an Airstrip on this property.

Further, we would want assurance that Rivergum Way would be sealed prior to any development due to the proximity of the gravel road to our house and the impact this would have, also, the intersection of Helyar road to Brockman Highway is on a very dangerous fast sloping bend which would have to be improved prior to any development, as most of the current residents in this subdivision have had both frights and near misses when exiting onto Brockman Highway.

Lindesay & Anne Blackburne-Kane

PO BOX 314
Nannup WA 6275

Librarian

From: Elaine Coffey
Sent: Sunday, 10 January 2021 4:16 PM
To: ShireofNannup
Subject: objection to airstrip proposal

I am in receipt of your letter dated the 18th December re the airstrip proposal on Lot 2 Rivergum Way Nannup.

I own Lot 10 Helyar Road, and I wish to object to the proposal. My objections are as follows:

Noise from aircraft traffic and night landing. The movement of 365 movements a year seems to be a lot of air traffic for this airstrip.

Land value may decrease as to the noise of the planes.

As the Nannup airstrip is only about 15 mins away, why could that not be used.

Generally disturbing and frightening the native wildlife

I purchased my property for the privacy, peace and quiet and ambiance of the area.

Sincerely
Greg Coffey

Sent from [Mail](#) for Windows 10

COPY



Dear Jane Buckland.

I would like to register my strongest objection to the proposed private airstrip proposed for 40 Rivergum rd Darradup.

This proposed airstrip will put the flight path directly over my property at extremely low altitudes,

I have had this property almost 25years and treasure the tranquility and wildlife, having up to 365 flights per year will destroy my tranquility and torment the local wildlife including the endangered Carnabeys, The water authority has already purchased land along Wye rd for the Carnabeys, there habitat already destroyed by pumping stations throughout the region. this will also be in the same flightpath.

I also point out that Nannup has an airstrip suitable for this aircraft.

The proposed runway will also mean the destruction of a lot of Jarrah and Marri trees on the property, I have been informed by the Shire of Nannup that only 10% of trees can be removed without permission, given a lot of the property has already been cleared I would guess this runway would require the destruction of 10% of what is left on the property.

As far as I'm concerned 365 flights per year is an AIRPORT not a private airstrip.

Also will the owners be allowed to have multiple aircraft at the property at the same time?

I also note that some of these airplanes have seating for 18 persons,

I believe my property's value will decrease significantly, NO-ONE wants to live next door to an AIRPORT.

I also note that the applicant has stated that the Busselton shire are ok with the proposed private airstrip, so let them purchase over their and keep everyone happy.

Respectfully Michal Cook

PO BOX 54

NANNUP 6275

SHIRE OF NANNUP RECEIVED	
Ref: _____	No: _____
10 JAN 2021	
Officer: _____	

Glen Davis
RMB 746 Helyar Rd
Nannup WA 6275

COPY

7 January 2021

CEO
Shire of Nannup
PO Box 11
Nannup WA 6275

Attn : Jane Buckland – Development Services Officer

Dear Jane,

**RE : Development Application – Lot 2 (40) Rivergum Way, Nannup
Proposed Private Airstrip (your ref : A770)**

Thank you for the opportunity to provide comment on the above referenced Development Application.

I wish to register my objection to the proposal in total.

My comments and thoughts regarding the proposal are included below.

Location and Properties Affected

The subject land, Lot 2 Rivergum Way, is immediately bounded to the east by a 16 lot Special Rural subdivision, within which my property is located. Within just 1km there are over 30 properties and homes that would be significantly affected by this proposal. The southern and western boundaries abut State Forest. Will DPAW be consulted regarding this proposal ?

Land Usage

The Shire of Nannup Local Planning Scheme No 3 (2007) shows the subject land zoned as Agricultural.

The Shire of Nannup Local Planning Strategy (2018) maps indicate the subject land as Rural Residential. The Local Planning Strategy (2018) will provide strategic direction for the next Local Planning Scheme No 4. As such it would seem that the Shire of Nannup’s intention is that the subject land is for Rural Residential use and will not be subject to further subdivision.

The proponent states *“The owners will not be at the property at all times as it is a holiday home.”* Hence it can be presumed that the subject land will not be used for agricultural purposes but will be used for Rural Residential purposes which is in keeping with the Local Planning Strategy (2018). Therefore the Development Application should be considered on the basis of the property being used for

Rural Residential purposes and all the aims, strategies and actions of the Local Planning Strategy (2018) should apply.

Perceived Need

The proponent states “... *the private airstrip is a necessity for our required use of the property.*”

The proponent also states “...*private airstrip is an “ancillary use” for the purposes of accessing the farm from Perth and for local flying.*”

Surely it cannot be “*ancillary*” and yet “*a necessity*” at the same time.

As the intended use for the airstrip is to provide access to Perth for a holiday property, then it's use can hardly be called “*a necessity*”.

Definition of Private Airstrip

The Development Application is for a Private Airstrip. What does Private mean in this regard ? Is it that the airstrip is for the private and exclusive use of the land owner. I note that the Application is in a company name. How many owners are there really ? Can the owners of a Private Airstrip allow others to use the airstrip ? What controls can be put in place to define and control access to the airstrip.

Frequency of Use

When Shire CEO David Taylor first contacted me via telephone on Friday 18 December it was stated that the use would be infrequent but couldn't provide a number as to what constituted infrequent. Upon receipt of the Shire's correspondence, it now appears that infrequent is now 365 days a year. That's every day. This seems a very high usage considering the stated use of the property as a holiday home. This usage does not seem in-keeping within a residential area.

Once again this brings into question the number of people who could have access to this “Private Airstrip”. Will there be multiple plane movements on any given day ? Could the property be rented for short term accommodation or a time share arrangement that could see the airstrip be used everyday on an ongoing basis ? What controls can be used to regulate the actual usage.

Environmental Impacts

There would appear to be very little in the proposal to even identify any environmental impacts let alone address them.

The plans provided would indicate that some land clearing would be required particularly over the southern 300m. This does not include what may be cleared for “safety” reasons. Will the EPA be consulted regarding land clearing and any other environmental issues ?

The local area is a known breeding ground for the endangered Red Tail Black Cockatoo. Apart from the loss of habitat from any land clearing, the noise impact on the nesting sites could be significant. One would also think that the chances of an aircraft bird strike would be significantly higher in a forested area such as this.

In addition to the land clearing, there is the loss of topsoil associated with the construction of the airstrip and its adjacent 20m wide grassed area.

The bitumen area alone measures 20m x 1,000m and covers 2ha of land. The same size as my entire property. Wouldn't want to be one of our 2 or 4 legged fauna trying to cross that on a hot day. We don't need to be putting more heat into the atmosphere in this time of climate change either.

Stormwater runoff from a sealed pavement of this magnitude is going to be significant and will need to be effectively managed. The site is immediately adjacent to the Blackwood River and any runoff flows towards the river.

Construction of the airstrip has not been given any consideration. A conservative estimate of pavement material shows that some 6,000m³ would be required. At 10m³ per truck, this gives 600 truck movements on an unformed access road. The unnecessary use of this raw material and the carbon footprint from the transport and construction are not in keeping with the aims, strategies and actions of the Shire's Local Planning Strategy (2018)

Fuel Storage

The proposed use of a trailer mounted fuel supply does not seem to equate with the proposed 365 flight movements per year. The logistics of refuelling the fuel trailer must be considered.

Of course any onsite fuel storage is a potential fire risk. The subject land is bounded by State Forest on 2 sides, the Blackwood River, and the 16 lot Rural Residential area. Any fire in this area would be catastrophic.

Emergency Plan

Taking off and landing are the most dangerous aspects of flying and that is what is proposed everyday of the year at peoples back fences.

If any catastrophe occurs including crashes, injury and fire, what is the plan ?

All risks associated with this proposal need to be identified.

Amenity and Lifestyle

All the surrounding properties and residents enjoy a Rural Residential lifestyle. Many have enjoyed the natural environment and the tranquillity for over 50 years. The noise factor alone is enough to significantly impact all nearby residents. Then there is the visual impact of this number of planes on the natural landscape. The loss of privacy from planes overhead is also of significant concern. The proposal will impact a significant number of people with no benefit to the local area or natural environment.

One of the aims of the Local Planning Strategy (2018) is to *“protect the health, safety, and general economic and social well-being of the community, and the amenity of the area.”* This proposal is not in keeping with this aim in any way at all.

Existing Nannup Airstrip

An airstrip already exists some 3km south of the Nannup townsite. This airstrip is already used by a number of existing residents. DPAW seems to have no problem providing free and unfettered access to the airstrip.

As a precedent has been established in the use of the existing Nannup Airstrip, it would seem sensible to continue with the current arrangement.

From a Planning perspective, it prevents ad hoc determinations whenever a new Development Application of this nature is received. From an environmental perspective, all the infrastructure exists at the Nannup Airstrip. No further raw materials are used along with the associated carbon footprint. From a safety and bushfire risk perspective, all the risks are contained within the existing facility. No additional risks are imposed on the subject land and the adjacent land owners and residents.

Summary

I reiterate my objection to the proposal in total.

The proposal is not necessary for the stated use of the subject land. There is no benefit to the local area nor the Shire as a whole.

The proposal is not in keeping within a Rural Residential area.

The risks inherent in the proposal are not acceptable within a Rural Residential area where none of these risks currently exist.

The loss of amenity and lifestyle for the more than 30 existing land owners and residents is not a price worth paying for the benefit of the proponent alone having regard for the aims, strategies and actions of the Local Planning Strategy (2018)

An alternative exists in the form of the Nannup Airstrip.

Thank you again for the opportunity to provide comment on this proposal. The proposal seems very light on detail. Many questions remain and I have included a few within my thoughts and comments. I hope that further details and answers will be forthcoming prior to the consideration of this proposal.

I presume that this matter will be placed before a full Council meeting for determination. Could I therefore request that a copy of the Council agenda item be forwarded to me via email. Could you also please advise the time and date that the matter will be considered by Council.

Yours Faithfully,

Glen Davis